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4 October 1963

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MEMORANDUM FOR: Deputy Director (Science and Technology)

SUBJECT : Daily Activity Report - 4 October 1963

1. Mission Status

a. IDEALIST - The detachments []

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[] are presently on standby as is the one at Edwards Air Force Base, California.

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b. BRASS KNOB - One U-2 mission #3739 was flown on 3 October 1963 with an estimated 65% target coverage and no reactions.

c. SATELLITES - CORONA/J Mission #1002-2 failed to reactivate (reason unknown at this time). Will have to wait 24 hours until Revolution #181 to attempt reactivation again.

2. OXCART Status, 3 October:

a. Aircraft #124 (trainer) made flight #177 for a duration of 1:35 hours, and Flight #178 for a duration of 2:01 hours. Purpose: day air refueling and night air refueling, respectively.

b. Aircraft #125 made Flight #18 for a duration of 1:10 hours. This was the first J-58 engine equipped aircraft flown by a Detachment operational pilot after the aircraft was turned over to []. Purpose: J-58 engine familiarization.

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c. Aircraft #126 made Flight #23 for a duration of 1:40 minutes. Purpose: testing of inertial navigation system, H. F. radio and ARC-50 radio operation.

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-3390-63

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d. Aircraft #128 made Flight #1 for a duration of 52 minutes.
Purpose: shakedown flight.

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e. Aircraft #129, assembled at in five weeks, made initial engine runs. After completion of engine runs the aircraft will be ready for a first flight.

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f. Aircraft #130 arrived at on 3 October.

g. Aircrafts #121 and #122 are undergoing minor maintenance. The former is scheduled for next flight on 4 October. Aircraft #127 is awaiting installation of fins prior to next flight.

3. Other Activities:

An Indian aircraft intruded into the airspace over a large area in the Chinese Tibet-Sinkiang region for reconnaissance at about 1230 hours, 29 September, Peking time.

This Indian aircraft first intruded into an area North of (Yutul) in Tibet, then flew north along the Tsinghai-Tibet Highway, passed the (Aksaiting and Sapula) areas of (Hoching) in Sinkiang, and reached the (Sanlouhsi) area of (Yiehcheng) in Sinkiang. It then turned around and flew back, leaving Chinese territory by way of the Chip Chap Valley and the Galwan Valley.

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The Indian aircraft flew illegally inside Chinese territory for nearly two hours, and the deepest point of penetration into Chinese territory was about 180 kilometers. Peking Domestic Service in Mandarin 1410 3 October 1963)

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